

parties unaware and destroy more aircraft.

Especially after the 1968 Tet Offensive, the focus of the Seventh Fleet's air sorties was increasingly on targeting supply and movement along the Ho Chi Minh Trail and interdiction of coastal traffic bringing supplies by sea in small ships and trawlers. Neither side appeared to obtain an advantage while, in the face of mounting domestic opposition to the war, the Nixon administration planned to set conditions for the withdrawal of US military forces from Vietnam. Faced with a full-fledged invasion of South Vietnam in 1972 during the Nguyen Hue (Easter) offensive, a considerably augmented and bolstered Seventh Fleet held the line and renewed air strikes and sea bombardment against targets in North Vietnam. It mined the approaches to Haiphong and effectively closed that port to shipping. Tooby's artwork depicts a night action during Operation LION'S DEN when US surface ships engaged North Vietnamese torpedo boats off Haiphong.

Peace Accords in January 1973 led to the repatriation of American prisoners of war, commitments to clear or neutralize sea mines in Vietnamese waters, and finally the evacuation of the US embassy in Saigon and other friendly personnel by helicopter and boats. A good part of the Seventh Fleet departed for the Philippines while remaining units performed residual duties and responded to immediate crises, including the seizure of an American-flagged ship off Cambodia.

The *US Seventh Fleet in Vietnam* is another fine addition to Osprey's Fleet series authored by an acknowledged expert on the US Navy's part in that conflict. The book is a handy primer with pleasing graphic materials and illustrations to explain the significance of the fleet's deployment within a wider context. It is recommended for readers interested in the Vietnam War, naval operations involving power projection from the sea, naval aviation, and the United States Navy operating in green water littorals in the modern era.

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John R McKay. *Arctic Convoy PQ18: 25 Days That Changed the Course of the War*. Barnsley, S. Yorks: Pen & Sword Maritime, www.pen-and-sword.co.uk, 2023. xxviii+174 pp., illustrations, glossary, maps, index. UK £22.00, US \$42.95, cloth; ISBN 978-1-39903-660-3.

Although it ended almost eighty years ago, no one would argue that the memory of the Second World War is fading away, at least not in the field of history. John R McKay's book is an excellent work that brings back one of the most important moments in the war to modern readers.

As the author suggests, and historians and readers would agree, images of the legendary moments of the war still live amongst us. The evacuation of the British forces from Dunkirk, Japan's sudden attack on Pearl Harbor, the Allied landings at Normandy: all these events were significant at the time, are exciting to read about, and some of them have been the subject of movies in recent years. However, there are a lot of events from the Second World War that are less recognized by the public. The logistics of the war is one of these less recognized topics, and certainly it should be more well known.

For all military historians and professionals, the importance of wartime logistics is obvious. And logistics are complicated when trans-ocean transport is involved. But without the efforts of numerous escorts and merchant vessels, Britain could not have made use of resources from North America, and the Allies could hardly accumulate enough military strength to strike back on the European Continent. However, the Battle of the Atlantic has received relatively less public attention than the more famous battles listed earlier. Those interested in the trans-oceanic supply lines will appreciate McKay's book on the Arctic convoy PQ18. The author demonstrates the harsh combat environment the sailors on Arctic convoys had to cope with. Even more so than Atlantic convoys, the Arctic convoys sailed in savage weather, through a freezing ocean, and on a route that came close to the Axis coasts. Apart from the submarine threat, they were sailing within the strike radius of Axis shore-based aircraft. As McKay emphasizes in the book, the sailors and vessels which participated in these convoys deserve a long-delayed recognition.

Apart from describing the harsh combat environment, McKay's book also points out the strategic importance of the Arctic convoys, especially PQ18 which is the "main character" of the book. At the beginning of the book, the author explains that the Arctic convoys delivered twenty percent of the supplies and equipment used by the Soviets on the Eastern Front. When one can imagine how terrible the consequences would have been without these materials, it is easier to understand the importance of the brave sailors and their convoys sailing in the forgotten Arctic waters.

If the importance of the Arctic convoys is not enough to encourage a reader to take a look at the book, McKay should be credited for selecting PQ18 as its subject. From McKay's point of view, PQ18 was crucial after the disaster of the previous convoy, PQ17, a massive mistake by the British Admiralty. The failure of PQ17 damaged the new relationship between the USSR and the Western Allies and encouraged the German efforts to hamper (or even destroy) the sea routes supplying the Soviets. PQ18 not only carried materials, it also had the burden of restoring the relations with the new ally. Churchill was determined to prove the route was possible. This explains why the convoy was protected well, and why the attention, effort, and even lives went into PQ18, as

well as all other Arctic convoys during the war. Readers will also appreciate the author's efforts to reconstruct the war experiences of PQ18 convoy. From chapter to chapter, McKay demonstrates the decision to send the convoy, and its intent, the German reaction, the action of the combatants, and their feelings and emotions. If all this is not enough, the author even explains some technical details, such as the limitation of Asdic. All these elements join and ensure a reader will not become bored while reading the book.

If there is anything in the book that may attract controversy, that might be the chapter titles. They are all named by dates, so the first chapter is "2-5 September 1942." However, considering the nature of the convoy and the actions taken during the journey by the 39 merchant vessels and their escorts, it makes sense that McKay divides the books this way. To conclude, McKay's *Arctic Convoy PQ18* is a worthwhile publication for those who are interested in the Second World War, especially those who are interested in the logistics of war. The book describes one of the most important convoys of the Second World War and is well-written and well arranged. It is a great tribute to the sailors and merchant mariners who fought and fell.

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John William Nelson. *Muddy Ground. Native Peoples, Chicago's Portage, and the Transformation of a Continent.* Chapel Hill, NC: University of North Carolina Press, www.uncpress.org, 2023. 275 pp., illustrations, maps, notes, index. US \$99.00, cloth; ISBN 978-1-4696-7519-0. (E-book available.)

Muddy Ground is an atypical maritime history focused on a sporadic swampland near Lake Michigan's southern end. Flowing south or southwest was a vast maze-like but shallow riverine highway or "murky waters covering muddy ground" that enabled people to reach the Mississippi River and eventually the Gulf of Mexico. Nelson presents an erudite work that steers his readers through an unusual maritime history of Chicago, which played an essential role in the development of much of the settlement of America's Great Plains area.

The book's second chapter is an identity guide to the native peoples who lived in the vicinity of Chicago's portage area. These Indigenous people inhabited this part-time aquatic land but also made portages and used lightweight birch bark canoes to travel over vast stretches of the American mid-west. They engaged in hunting the animals found in the area for pelt trade and occasionally used this quasi-maritime scheme to wage war against neighboring tribes. The most important was the Anishinaabe peoples, but